

CHAL-0581  
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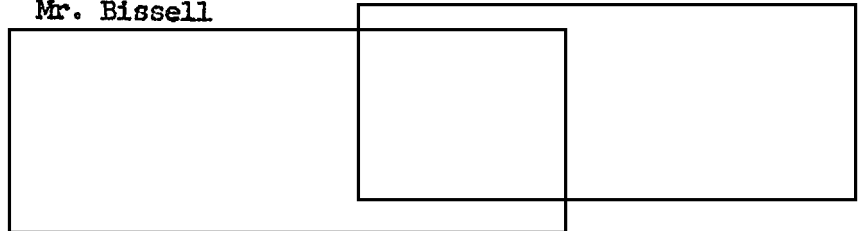
27 February 1959

STAFF MEETING MINUTES - 24 February 1959

25X1A

Personnel Present: Mr. Bissell

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CHALICE

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1. [REDACTED] GENERAL STATUS - In connection with and as an aftermath of the visit [REDACTED] Mr. Reber and [REDACTED] Operations has reviewed the mission routes and only one change was made. 25X1A

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[REDACTED] stated that we would defer to [REDACTED] in not scheduling overflights [REDACTED]. 25X1A

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Over the Washington Birthday weekend one [REDACTED] flight was planned but was cancelled due to the contrail picture. [REDACTED] stated that [REDACTED] wants two ME flights for each pilot but Mr. Bissell reiterated his position that after one more we will have a look at the status of readiness [REDACTED] In view of the fact that the alert is still on for above mission it might be possible to have time for one more after that currently planned, but there should be a week between missions. 25X1A

25X1A

Mr. Bissell again emphasized that it was urgent to get a decision from [REDACTED] prior to any contemplated trip to Washington. 25X1A

2. TEST STATUS BOARD - No change. In connection with [REDACTED] tests it is now planned to try the Black Box in the [REDACTED] in conjunction with the [REDACTED] Chaff System. 25X1A

ACTION:



3. STATUS OF J-75 PROGRAM - LAC is proceeding to test one J-75 engine. It is estimated that altitude increase will be 4,000 feet with a 3,800 mile range without slipper tanks; where tanks are used the increase will be 2,000 feet with a 4,000 mile range.

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Mr. C. L. Johnson has estimated he will have an aircraft with a J-75 engine ready to fly in mid-May. It was pointed out by Col. Geary that Johnson needs another engine to conduct a full test program. Johnson now has an unmodified engine.

Pratt and Whitney has completed modification on another J-75 and this should be shipped to LAC for tests.

Discussions with Johnson indicated he could cut pieces for three additional aircraft and have them ready in August provided he gets the aircraft to work on. This in turn raises question, can Pratt and Whitney supply engines in time. This should be answered at a 25 February meeting with [ ] Pratt and Whitney.

25X1A

ACTION: Mr. Kiefer, Col. Geary

25X1A

4. OTHER ITEMS - Mr. Bissell spoke on his concept of the line of command regarding [ ] overflights. For the present (until the projected FE trip formalizes a program) these operations will be considered covert and hence line of command will be through FE Division as outlined in recent paper written by DD/P (dated 2 February 1959, DD/P #4-3876). However, he does not want to postpone for any time DPD participation. His concept is that even where line of command is through Area Division (e.g., where political considerations are involved and it would naturally be of prime concern to the Area Division) he believes DPD should do technical staff work in Headquarters and give staff guidance, specifically in logistic/supply matters, proficiency and flight standards. Flight plans should originate here and go out through Area Division. It is his intent that this concept become more and more recognized, viz., that competence on technical side on air activities rests with DPD.

In view above, Mr. Bissell desires all Senior personnel in Operations to receive a briefing from the Air Support Branch as well as to have discussions with FE's air staff.

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ACTION: [ ]

By way of specific breakdown, the Area Divisions will be responsible for overflight approvals, requirements, objectives, contracts. DPD will be responsible for all technical aspects. Staff sections should not be flight planners--this should be the responsibility of a control center.

ACTION: Operations

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